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Out of this total, 58,028 are nominally laid in stone, but of these only 16,118 kms. can be reckoned as good. The rest may be divided into two categories: 27,961 kms. requiring reparation, and 14,909 kms. requiring complete reconstruction. A good network of roads answering the requirements of the country would necessitate the construction of 2,000 kms. of permanent surface roads (paved with granite), 9,000 kms. of semi-permanent or macadamized, while the remaining 59,000 kms. of the existing network should be completely overhauled every six or seven years. 491

The requisite sum for the construction of this mileage on the basis of present prices would be 40 milliard lei, and the annual outlay for its maintenance may be reckoned at 1,380 million lei.

It was reported that owing to lack of resources the Minister contemplated the adoption of a system of conscript labour, similar to that introduced into Bulgaria, in order to carry on the work of repairing the roads and of constructing 300 to 400 kms. annually, especially in Bessarabia, which was utterly devoid of semi-metalled trunk roads.

The lack of roads in Bessarabia has been one of the standing grievances of the population against the Bucarest Government, for along with the absence of railways, it is next door to impossible to convey agricultural produce to market. One might have thought that steps would have been taken at least to deepen the channel of the Pruth, from its mouth to Ungheni (near Iassi), which would have served as an excellent water avenue for heavy traffic, but such a plan has not proved attractive; on the other hand, a scheme for the construction of a canal to connect Bucarest with the Danube was much to the front during recent years, though no foreign group so far has found the conditions offered by the Government acceptable. 494 503

The natural unlaid roads, of which the total length is 33,636 kms., usually become impassable in the rainy season even for ox-carts, and as many districts possess only such natural tracks, they are practically cut off for considerable periods from the rest of the country. 491

the Olt, copper near Baia de Arama and salt near Ocnele Mari, north of Govora. The peasant population, in spite of the great agricultural wealth of the province, is extremely poor. The people live in small villages near the rivers. The houses are more often than not almost subterranean mud-huts. Agricultural implements are very primitive. The wooden plough is still widely used.

Oltenia was the first district of Rumania which was colonized by the Romans. It formed the spearhead, and later the base, for the Roman penetration of Dacia. Among the most interesting relics of Roman times found in Oltenia are the ruins of a bridge built by Trajan and the fort just outside Turnu-Severin. After the Roman withdrawal Oltenia shared the fortunes of Muntenia,[1] and in 1859 joined the Principality of Rumania.

The capital and chief industrial and commercial town of Oltenia is Craiova with a population of about 60,000. It is also the road and rail junction linking Bucarest with Oltenia and the western provinces. Turnu-Severin on the Danube is the important port guarding the famous 'Iron Gates'. Here the current of the Danube, passing through a narrow gorge is too strong and the water too shallow for shipping to make headway upstream. A deep channel has therefore been blasted in the rock of the river bed and vessels are towed up it by locomotives on the railway alongside. Before the Great War Turnu-Severin was the frontier town between Rumania and Austria-Hungary. It has still preserved the character of a picturesque oriental marketing centre.

[1] Except that in 1718, after the Austrian occupation of Belgrade, Oltenia was temporarily under Austrian rule.

[The Dobrudja]

part of the Dobrudja. The delta of the Danube is formed by the three arms Chilia, Sulina and St George. It includes an area of about 1,000 square miles, in which water and land, marshes, lakes and islands feed an almost tropical vegetation. The chief communications through the delta are provided by the Sulina canal and by causeways.

The steppes of the Southern Dobrudja yield good crops of wheat and maize, and the pastures maintain great herds of sheep. Mineral resources are confined to some unworked coal deposits, valuable copper near Altantepe, and sulphur.

The Dobrudja is about 9,300 square miles in all: of this some 2,960 square miles were returned to Bulgaria in 1940. The population of the province as a whole is about 850,000. Its main value to the contesting States lies in the Black Sea stretch of coast. The port of Constanza, the greatest and most important on the western shores of the Black Sea, has modern harbour works built at the beginning of this century and covering an area of 60 hectares. It was through Constanza that Rumanian exports used to pass to France and Great Britain. The docks of Constanza are about 30 ft. deep and can, therefore, be used by large, sea-going ships. The harbour facilities include storage buildings for wheat and oil-tanks with a capacity for over 200,000 cubic metres of fuel, which are fed by the pipe-lines coming from Ploesti. Oil can moreover be pumped straight from the pipe-lines simultaneously into four tankers. Another great advantage is that the port is completely ice-free all the winter. Constanza is the administrative centre of the Dobrudja and also a well-known seaside resort. Rail communications

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(a) *Constanța*

Constanța, which is situated on the Black Sea and is Rumania's most modern port, is, in fact, her only port actually on the coast, and before the war was, therefore, of some considerable importance. Since the Russian campaign, however, its significance has dwindled enormously, due to the presence of Russian submarines in the Black Sea and to the curtailment of Rumania's overseas markets, which means that trade is mainly carried on the Danube and by rail.

Exports from Constanța consisted mainly of petroleum products which came by pipe-line from the Ploești district. A considerable portion of the country's general trade, including some cereal export, was also handled here.

[503] Heavy draught ships can anchor in Constanța harbour, but continued dredging is necessary inside the harbour to maintain the various depths. The estimated daily general-cargo discharging capacity of the port is about 7,200 tons. Total capacity for oil storage is about 660,000 tons at and in the vicinity of Constanța.

(b) *Brăila*

Braila, which is situated on the left bank of the Danube, is the normal limit of navigation on the Danube for ocean-going vessels. It is the principal port for grain export and is well equipped with grain-handling facilities, such as silos, elevators, etc. Small quantities of timber are also handled.

The width of the river channel at Brăila is normally 330 yards, though greater during the spring floods.

The estimated daily general-cargo discharging capacity is about 3,000 tons.

Grain is usually loaded into ocean-going vessels by floating elevators, the working capacity of which is estimated to be about 150 tons per hour under normal working conditions.

Total warehouse capacity of all the warehouses in the dock basin section for storing goods is 6,400 tons.

(c) *Galați*

[712] This port is also situated on the left bank of the river Danube and is the chief inland port of entry into Rumania, as well as being the headquarters of the Rumanian navy. It is the centre of the timber export trade, being situated just below the junction of the Siret River down which most of the wood from the Carpathians is floated. It is also well situated for the receipt of timber by rail from the Bucovina and from North Moldavia.

[43c]

133 502 trained pilots is compulsory, while the barge tows have to be broken up into smaller units. This sector of the Danube cannot be negotiated at night, which constitutes an enormous hindrance for large-scale traffic. In order to speed up the traffic, the use of suspension railways and locomotives on rails laid along the river bank was introduced before the war, but the system has met with only moderate success.

● [503] Navigation in the Maritime sector of the Danube is affected by silting up—particularly in the autumn—and constant dredging has to be carried out in the Sulina branch to maintain sufficient depth for passage of vessels up to Galați. The depth of this sector was 24 ft. in 1939, permitting the entry of vessels of medium draught only. Danube navigation is held up for varying periods between November and March by ice, averaging 30-50 days, and occasionally even for 90 days.

499 There are no permanent bridges on the Danube to connect Rumania with Bulgaria. However, a Rumanian-Bulgarian Commission was established in 1942 to remedy this deficiency by arranging for the construction of a bridge, which will take five years to complete, between Giurgiu and Ruse. In the meantime a ferry system is in use between Giurgiu and Ruse carrying important supplies of oil for the German forces in Greece.

3. River Ports

503 504 There are in all some 38 river ports, of which the most important, all on the Danube (from west to east) are as follows :—

Moldova	Oltenița
Orșova	Brăila
Turnu Severin	Galați
Giurgiu	Sulina

Since the war started considerable improvements have already been made on the Danube. This is of special significance for, though this waterway is of little use for Rumanian internal traffic, since the closing of the sea route between Rumania and North Germany, it has become vitally important for the carrying of bulky transport. As early as 1940 a scheme for the rationisation of Danube traffic was put into operation, and the installations of Giurgiu, the main Danube port for oil transport, were improved.

To avoid congestion at Giurgiu, the Danube ports of New Moldova and Orșova have been enlarged. Internal traffic has been diverted to Oltenița, which is also used for the unloading of incoming traffic. The construction of new harbour installations is being carried out by a German-Rumania company.

4. Organisation of Inland Water Shipping

505 656 [655] Rumanian Danube shipping is under State control, and organisation is carried out by firms which are partly State-owned and partly owned by private individuals. The most important company is the State-owned "N.F.R." (*Navigațiunea Fluvială Română*), and of lesser importance are the privately owned companies "S.R.D." (*S.A.R. de Navigație pe Dunăre*) and "Sind" (*Società Italiana di Navigazione Danubiana*).

505 648 All Rumanian shipping companies are members of the Danube Shipping Pool, which is under German supervision, headed by the *Deutsche Donauschiffahrtsgruppe*, which is closely connected with the Hermann Goering-Werke für Binnenschiffahrt. The importance of the Danube Pool (exclusive of the Tanker Pool) will be realised when it is borne in mind that between 1932-1937 the freight carried annually by its vessels on the

505 648 [651] It is a cardinal principle of the Statute that the customs dues levied on goods must not be higher than the duties levied at frontier stations of the country concerned. The cost of improvements was to be met by navigation dues, these being assessed on the tonnage of ships, and not based on the goods transported.

Bratislava was fixed as the Headquarters for the Commission for the first five years, and it was laid down that thereafter, for five-year periods, other Danube towns were to be selected in rotation.

Since the outbreak of this war, Germany has virtually controlled the Danube, has abolished the C.I.D., and set up the "Consulting Committee for Danube Affairs above Brăila."

C.E.D. (European Danube Commission)

●[503] This Commission was constituted under the Treaty of Paris in 1856 with Austria, France, Great Britain, Prussia, Russia, Sardinia and Turkey as members, for the express purpose of dredging the mouths of the Danube below Isaccea, and leaving the various channels free from all obstructions to navigation. It was apparently expected that this preliminary task would take two years, and the life of the Commission was originally fixed for that period; but, by a series of later treaties, it was kept in being up to the outbreak of the Great War.

In 1918 the Central Powers set up their own Danube Commission, membership naturally being restricted to those Powers and their allies.

By the Treaty of Versailles the European Commission was reconstituted with Great Britain, France, Italy and Rumania as provisional members; and by the Convention of July 21st, 1921, was placed on a more permanent basis. The provisional membership of the four countries was confirmed and all the powers of the original Commission restored. A proviso added that any nation whose commercial interests in that part of the river warranted their being represented on the Commission could be admitted. In fact, no country was admitted under this proviso until the inclusion of Germany in August, 1938.

In August, 1938, an arrangement was signed at Sinaia relative to the exercise of the Powers of the C.E.D. In effect the Powers of the Commission were transferred to the Rumanian Government who were to set up a "Maritime Danube Board." This board, under Article 5, was "to be responsible for the preparation and execution of plans for works on the maritime Danube and at the mouths for levying dues and dispensing of the yield thereof."

In September, 1940, Germany summoned a conference at Vienna for the purpose of regulating Danube shipping anew, and eliminating Great Britain and France from membership of the Commission.

[113] [For further information see *La Commission Européenne du Danube et son Œuvre de 1856 à 1931* (Paris 1931); Treaty of Versailles, Articles 331-339, 346-353; Treaty Series No. 38 (1939) Cmd. 6068, and Treaty Series 38 (1939), Cmd. 6069.]

E. TELECOMMUNICATIONS

I. Pre-War Situation

1. Telegraph and Telephones

206 The telegraph system of Rumania was controlled by the Ministry of Communications, the telephone by the Societatea Română de Telefoane, a subsidiary of the International Telephone and